

Message Text

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C O N F I D E N T I A L OECD PARIS 05960

EXCON

E.O. 11652: XGDS1

TAGS: ESTC, COCOM

SUBJECT: COCOM LIST REVIEW: IML 6 - ENGINES

REFS: A. COCOM DOC REV(74) ML 6/2

B. STATE 29345

SUMMARY: ON MARCH 6 THE US COUNTERPROPOSAL WAS DISCUSSED BUT SEVERAL DELEGATIONS BELIEVED IT WAS TOO VAGUE. THE WORD "ADAPTED" WAS THE MAJOR STUMBLING BLOCK, EVEN THOUGH IT WAS USED IN THE ORIGINAL GERMAN PROPOSAL. THE NETHERLANDS WERE STILL CONCERNED ABOUT THE KINDS OF ADAPTATIONS THAT WOULD BE CONSIDERED ESSENTIAL CHANGES SO THAT AN ENGINE COULD BE RECOGNIZED AS A MILITARY TYPE. SOME EXAMPLES OF ADAPTATIONS WERE GIVEN BY U.S. BUT WERE NOT CONSIDERED BY THE NETHERLANDS TO BE SUFFICIENT. THE USE OF AN SOU GIVING EXAMPLES OF ADAPTATIONS WAS DISCUSSED. THE ITEM REMAINED UNRESOLVED. END SUMMARY.

L. WHEN CHAIRMAN CALLED FOR DISCUSSION OF GERMAN IML 6 PROPOSAL AND US COUNTERPROPOSAL AT MARCH 6 MEETING, DUTCH DEL OPENED BY RECALLING THAT HE HAD HAD PROBLEMS WITH THE GERMAN FORMULATION DURING THE ROUND 1 DISCUSSION BUT HAD NEVERTHELESS STATED AN "OPENMINDED" POSITION. RECONSIDERATION BETWEEN THE ROUNDS HAD MADE DUTCH CONFIDENTIAL

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AUTHORITIES EVEN MORE CONCERNED ABOUT THE INTERPRETIVE

PROBLEMS RAISED BY THE GERMAN FORMULATION AND, WHILE HE REALIZED THIS WAS NOT A NORMAL PROCEDURE, ASKED THAT HIS POSITION BE CHANGED TO ONE OF "RESERVE". HE QUESTIONED WHETHER THE COUNTERPROPOSAL IMPROVED THE SITUATION, SINCE IT, TOO, WAS VAGUE AND COULD BE INTERPRETED AS COVERING COMMERCIAL ENGINES.

2. THE U.S. EXPLAINED THE CHANGES AND GAVE EXAMPLES OF ADAPTATIONS, E.G. OIL COOLERS, TURBOCHARGERS, AND SYSTEMS TO PERMIT AMPHIBIOUS OPERATION. THE NETHERLANDS BELIEVED THESE WERE ONLY PERIPHERAL DEVICES AND NOT ESSENTIAL MODIFICATIONS. THEY PREFERRED LISTING SPECIFIC CHARACTERISTICS, E.G. SIZE (COMPACTNESS), MULTIFUEL CAPABILITIES, V-FORM, COMPRESSION RATIOS, ETC. THE U.S. STATED THAT THEY WOULD CONSIDER AN MOU FOR CLARIFICATION.

3. THE GERMAN DELEGATION REFERRED TO OLD ITEM 1415 THAT ONCE COVERED MILITARY TYPE VEHICLES, WHICH CONTAINED WORDING "MODIFIED AND DIFFERING MATERIALLY", AND SUGGESTED THIS WORDING AS SUBSTITUTE FOR "ADAPTED". US SAID THIS MIGHT BE AS DIFFICULT TO INTERPRET AS "ADAPTED".

4. THE NETHERLANDS POINTED OUT THAT VEHICLES IN (A) - (G) WERE OFTEN EQUIPPED WITH UNMODIFIED COMMERCIAL ENGINES. THESE WOULD ALL BE COVERED BY THE US COUNTERPROPOSAL. US COUNTERED WITH THE POINT THAT COMMERCIAL ENGINES WOULD NOT BE COVERED UNLESS THEY WERE SPECIALLY DESIGNED OR ADAPTED, REGARDLESS OF THEIR INSTALLATION INTO A PARTICULAR VEHICLE.

5. THE NETHERLANDS COULD NOT ACCEPT US COUNTERPROPOSAL. FRANCE AND ITALY AGREED TO CHANGE IN SUBITEM (L) BUT RESERVED ON ENGINE DEFINITION, STATING THAT SOU WOULD BE HELPFUL. UK WAS OPENMINDED AND WAS SYMPATHETIC TO NETHERLANDS CONCERN. CANADA WAS OPEN-MINDED. GERMANY AGREED. JAPAN WAS WITH THE MAJORITY.

6. THE MATTER REMAINS UNRESOLVED. USDEL/WASH TEAM
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BELIEVE NO FURTHER ACTION BY U.S. IS REQUIRED.
TURNER

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